

THE CHRONICLE

VOL. XIV. No. 31.

CROSSFIELD, ALBERTA, THURSDAY, SEPT. 1st, 1921.

PRICE \$1.50 A YEAR.

WM. LAUT

REPAIR TIME

Repairs for "Haying" and "Harvesting" Machinery should be looked after now.

Our stock is complete for both the International, and John Deere

lines, and it will pay you to get your extras before some lines are depleted.

SECTIONS, GUARDS, LEDGER PLATES, must all be in good shape this year to cut the short grass -- you will waste time and horse flesh trying to use old ones.

Our stocks are larger, our service is better, our prices are a little lower and our

TERMS are CASH
on Repairs this year.

William Laut,
Groceries, Hardware, Implements, Harness.

NOTICE !

GASOLINE
47¹₂ cents
per Gallon

BUY OVERLAND - 4 - CARS FOR
"SERVICE" & "ECONOMY"

BLISS' GARAGE

Phone 3.

CROSSFIELD, Alberta.

**Crossfield BILLIARD HALL
AND BARBER SHOP**

A full line of CIGARS, CIGARETTES,
TOBACCO & CANDY BARS
always on hand.

Agent for the Ontario Laundry, Calgary.
Collections and Deliveries on
THURSDAY, of each week.

W. POGUE, Proprietor.

J. A. VALIQUETTE,

BARRISTER AND SOLICITOR

Calgary Office: 810A First Street West.
Phone #1467.

At Hotel, Crossfield, Saturdays 10 a.m. to 1 p.m.

Local and General

Miss M. Ontkes left on Monday evening for Drumheller, where she will teach school for the next term.

The three new teachers were on hand to open the local school on Monday morning last. Mr. A. V. Turner, of Edmonton, is Principal with charge of the upper grades, Miss Macdon, of Calgary, has the Intermediate grades, whilst Miss Mallot, of Chilliwack, B. C. will take care of the Primary Department.

Ladies Please Note! Mrs. H. W. Curry, Milliner, of Carstairs, will display for sale a nice line of Fall Hats, in Halliday and Co's store, on Thursday, Sept. 15th. This is the opportunity you have been looking for.

The A. O. B. Club of Carstairs is holding a big Novelty Dance, on Friday, September 2nd. Walton's Orchestra, of Calgary, will provide the music. The people of Crossfield and district are assured of a hearty welcome. At our last dance over 60 couples were present".

Miss M. McKay, of Calgary, was a visitor in town for a few days during the past week, being the guest of Mr. and Mrs. R. Whitfield son's. Notice: Will those guarantors of the Chautauqua who have not already paid up do so as early as possible.

CHURCH OF THE ASCENSION.

Sunday, Sept. 4th, 1921
10 a. m. Sunday School

UNION CHURCH, CROSSFIELD

Sunday, Sept. 4th 1921.

Rev. R. K. Swenerton, B.A., B.D., Pastor.

Mr. S. Willis, Musical Director.

Mrs. R. T. Amery, Organist.

Mr. W. A. Waldock, Sunday School Superintendent.

Sunday School & Bible Class 2 p.m.
Preaching Service at 7.30 p. m.
Rev. H. D. Marr B. A., Alberta Secretary of the Bible Society will preach next Sunday, at the Services at Beaver Dam 11 a. m. Inverlea 4 p. m. and Crossfield 7.30 p. m. Mr. Marr is an interesting, inspiring speaker and the people in large numbers should avail themselves of this opportunity to hear him. Come and bring your friends.

Notice: Will the persons who have borrowed the Contractors wheelbarrows from the Livery barn, kindly return same at once to the Bliss Garage, as they have to be sent on to the owner.

The Alberta Hotel and Cowling Block sure look attractive since the painter has been on the job.

Miss Milne, of Winnipeg, is spending a couple of weeks in town as the guest of Mr. and Mrs. Jessiman.

Messrs J. L. McKory, A. Jessiman and A. W. Gordon left on Tuesday afternoon to spend a week's shooting at the wily duck. They intended to camp east of Innisfail.

Mrs. R. T. Amery entertained a number of young people on Saturday evening last.

It Pays to Pay Cash

2 Kellog's Corn Flakes	25c
2 Shredded Wheat	35c
2 Puff Wheat	35c
Model Bread, per loaf	11c
Pink Salmon, 20c per can, 6 cans for	\$1.00
Jutland Sardines, 4 cans	50c
Yacht Brand Norwegian Sardines, 3 cans	50c
N. B. Norwegian Sardines, per can	20c
Corn, Peas, Tomatoes, per can	18c
Men's suits, latest cut and design	
1921 Model, \$25.00 values, to clear	\$20.00
Boy's suits, \$12.00 to \$14.00 value, to clear	\$10.00
2 only Ladies Raincoat's,	
2 " Men's " good for motoring	\$10.00
\$15.00 to \$18.00 values, now	
Men's Heavy Chambray Shirts	\$1.35
5 only, Men's \$3.50 Caps, to clear	\$1.50
Men's Mahogany Dress Shoe, recede toe	\$7.50

REMEMBER

"IT PAYS TO PAY CASH"

at the

CROSSFIELD CASH STORE

W. H. M. Williams, Phone 33.

Making Dreams Come True

Are you saving for—the house you hope to own, the travelling you long to do, the business you want to buy, the comfortable retirement you hope to enjoy?

Open a savings account at any branch of this Bank, and your regular deposits will prove the key to realization of your dreams.

IMPERIAL BANK
OF CANADA

CROSSFIELD BRANCH,

Manager

**CROSSFIELD DISTRICT
CO-OPERATIVE ASSOCIATION U.F.A.
LIMITED.**

"TWINE"

We have a Car load

JUST IN.

Get your supply early

Price is 21c per lb.

CASH

Government and Private Operation in Canada

Analysis of Results Obtained On The Two Large Railway Systems In That Country, Under State and Company Control.

By J. L. PAYNE

(Formerly Controller of Statistics, Department of Railways and Canals, of Canada.)

(From Railway Age, Chicago.)

Since the special announcement of the deficit of \$70,000,000, the Canadian National Railways for the fiscal year 1920, there has naturally been a great deal of speculation and enquiry as to the underlying causes. That deficit was, of course, much larger than the figures given out. It omitted a very large volume of fixed charges. The only excuse for this omission was that some of these charges on the basis of standard accounting are not deductible. They are readily ascertainable, but they have not been made up. That was the loose way in which state railway accounting was begun more than half a century ago, and it has never been thought worth while to make a change. There was no absolute demand for the information anyway. Some absolute indifference prevailed with respect to the whole matter.

A reversal of public sentiment has taken place within the past three months. The craving for authentic data is general and insistent. Thinking men all over the country are expressing deep concern in the volume of actual loss and the causes which have brought it about. Since the facts with regard to the deficit were presented in recent issues of Railway Age, there is an inclination among them now to say it will be sufficient to bear in mind that the fixed charges attaching to \$230,000,000 of capital liability, added to the operating shortage, will probably produce a deficit of not less than \$140,000,000 for the current year. It need not be said that, inasmuch as this loss falls wholly on the Dominion treasury, it is a serious matter to a country like Canada, with a population of 9,000,000 and a gross revenue of less than \$500,000,000.

Judgment By Comparison.

If a glance is taken of the map of Canada, it will be seen that three lines of railway run closely parallel to each other from Winnipeg to the Pacific Coast. One of these is the Canadian Pacific, the other two form parts of the Canadian National group. As units, the latter are the Canadian Northern and the Grand Trunk Pacific. The eye is scarcely able to follow the parallel through Ontario, Quebec, and the eastern provinces, but it nevertheless exists. That will be obvious when a statement of operating mileage by provinces is brought under the eye. The facts from west to east are as follows:

Canadian	Canadian	Pacific
British Columbia	1,291	1,816
Alberta	1,816	1,901
Saskatchewan	3,371	2,777
Manitoba	2,294	1,728
Ontario	3,120	3,286
Quebec	1,935	1,076
New Brunswick	765	524
Nova Scotia	375	576
14,877	13,694	

One of the two explorations are necessary in relation to the foregoing table. It does not include the mileage of the Grand Trunk nor of a number of branch and subsidiary roads. The Prince Island Railway is also omitted. If these were all brought in the mileage of the Canadian National would rise to 22,500. But the Grand Trunk had been officially taken over by June 30, 1919, which happens, for reasons not creditable to the new Dominion Bureau of Statistics, to be the last year in which information is available on a basis permitting of direct comparisons. The units which will be with the Canadian Pacific are the Canadian Northern, the Grand Trunk Pacific, the National Transcontinental and the Intercolonial. They contribute the mileage in the statement. If the omitted mileage and the operating results therefrom were brought in they would merely serve to make matters worse.

It will be observed that these roads have closely corresponding mileages

in the various provinces. They fall in about the same measure the greatest wheat growing areas of the west, and meet on an equal footing on the industrial centres of Ontario and Quebec. They run through the Maritime Provinces practically side by side. Therefore, it would be difficult to find any good ground for objection to the comparisons which will be made. Yet these two systems had operating results far apart in 1919. The Canadian Pacific has a net corporate income of \$36,977,263, and the Canadian National units had a deficit of \$40,650,222. This deficit, in accordance with the reprehensible practice of many years, left out of reckoning an immense amount of fixed charges.

The object immediately in view is to look carefully at the various aspects of operating results and to see if any reasons for this adverse showing by the Canadian National group can be identified. If, for example, it were proposed to subject the system to a searching examination, what "tests" would be applied by a skilled railway accountant, or a train railway operator, to locate the weak spots? Either of these investigators would certainly penetrate beneath the surface in a perfectly proper effort to ascertain why in the case of two great railways, operating side by side, one should be strong and prosperous and the other weak and insolvent. Having located the trouble centres, he would next seek to know whether or not the adverse results arising therefrom might have been modified if not wholly prevented.

Where the Losses Came In.

The four units of the Canadian National here under view, and the Canadian Pacific, had the following operating results in 1919:

Canadian	Canadian	National	Pacific
Gross earnings	\$ 98,173,827	\$ 162,846,470	
Operating expenses	104,032,753	130,161,995	
Tons hauled	25,754,622	25,894,741	
Passengers carried	10,551,151	14,542,282	
Earnings per mile	6,263	11,900	
Expenses per mile	6,993	9,524	
Earnings per train mile	3,010	4,104	
Expenses per train mile	3,361	3,307	
Operating ratio	111.6	80.1	

Certain points of dissimilarity will here be observed in contrast with other points of great similarity. The tonnage of freight was almost identical; yet gross earnings and earnings per mile of line, as well as per train mile, were far apart. In this relating three factors should be carefully stated because they are advantageous to the Canadian Pacific. First, the Canadian Pacific had average ton mile receipts of .963 as compared with .892 by the Canadian National. This was due to the higher proportion of first class freight. Second, the Canadian Pacific had a larger average haul; and third, the Canadian Pacific had a higher traffic density. With these and other less basic facts in mind, it is now important to apply analytical methods to some of the details which spring therefrom. In the operating ratio we have at once a strong clue to the field in which weakness or faulty administration is likely to be found, and let it be said at once, we shall be rewarded by several startling discoveries as we proceed.

For this inquiry the years 1917 and 1919 are selected, for good and definite reasons. In the former year the Canadian Northern and the Grand Trunk Pacific representing the great western section of the Canadian National, were in corporate hands. In the latter they had been for a full year and more under government control.

That fact at once suggests the perusal of the annual reports to determine the general results of the change. Were better terms brought about? Was administration strengthened or weakened? Let the facts give the answers.

Excessive Transportation Expenses.

Since all the operations of railway find their foot in the running trains, the cost of transportation becomes fundamental. In this instance we shall be just to the Canadian National units in comparing them with the Canadian Pacific. We must first, however, find a satisfactory gauge. For that purpose ton miles and pass-

enger miles are combined, and taken as a standard which will not be questioned. Ton and passenger miles represent and only the full service of railroads, but the loss of time of movement obtainable. They place the roads in comparison on an absolute common footing. The cost of transportation per mile will get us at once to the very core of operating conditions and, by comparison with a strong road, tell us whether or not there is weakness in that vital centre. Here are the facts as to transportation expenses, or ton and passenger miles

	1917	1919
Canadian Northern	321	634
G. T. Pacific	391	673
Transcontinental	294	439
Intercolonial	442	708

The average for the four in 1917 was .353 as against .288 for the Canadian Pacific. In 1919 the average was .626 for the Canadian National and .503 for the Canadian Pacific.

The difference in transportation cost per ton and passenger mile on the Intercolonial and Canadian Pacific is very striking. In the case of the Canadian Northern, which is responsible for 52 per cent. of the freight tonnage and 60 per cent. of gross earnings, there was a distinct worsening of operating conditions. From being 11.5 per cent. higher than the Canadian Pacific in 1917 the cost rose to 26 per cent. higher in 1919.

We get a little nearer to our final answer when our inquiry discloses the fact that while these four units of the Canadian National increased gross earnings in 1919 over 1917 by 24 per cent., the Canadian Pacific scored a betterment of but 10.9 per cent. during the same period. Thus the government system had a betterment in its average in respect of income. The trouble was not in that field. While, however, the Canadian Pacific was adding to operating expenses by 34 per cent. the Canadian National was swelling outgo by 69.7 per cent. The result in dollars and cents was that a net operating surplus of \$13,510,116 in 1917 was turned into an operating deficit of \$10,858,926 in 1919. The Canadian Pacific, on the other hand, came out with net operating earnings of \$32,459,475.

Extending the analysis by measuring both earnings and operating expenses by combined ton and passenger miles, it is found that while the Canadian National increased gross earnings from .331 in 1917 to 1.12 cents in 1919 the Canadian Pacific increased from .207 to .282. This is equal to a gain of 35.0 per cent. in one case and 42.9 in the other. With respect to operating expenses, however, the government group rose from .681 to 1.252, while the Canadian Pacific went up from .591 to 1.027. The difference in one instance was 83.9 per cent. and on the other 73.8. Putting it in another and suggestive way, while the difference between the two systems was 15.2 per cent. in 1917, adverse to the Canadian National in 1919, it was 21.9. That difference tells us plainly how much better the Canadian Pacific was able to meet the rising tide of operating cost than was the management of the government system.

Trainload and Carload Tests.

A very strong sidelight is thrown on the operating results as expressed in terms of dollars and cents, and we begin to catch a clear glimpse of weakness in fundamentals, when we look into the trainload and carload situation on the Canadian National as contrasted with that on the Canadian Pacific. The first will spare me from going into detail.

In carload the Canadian National is open to serious criticism. It was only one ton below the average of the Canadian Pacific in 1917 and it picked that up in 1919. That is the single sign of betterment in operating conditions.

Trainload and Carload Tests.

A very strong sidelight is thrown on the operating results as expressed in terms of dollars and cents, and we begin to catch a clear glimpse of weakness in fundamentals, when we look into the trainload and carload situation on the Canadian National as contrasted with that on the Canadian Pacific. The first will spare me from going into detail.

For the last two years the Canadian National had, per employee, an average of 261,713 ton passenger miles in 1917 and 208,331 in 1919. The difference in the case of government roads was equal to 24.6 per cent. in the case of the Canadian Pacific. The contrast by employees is obvious. The broad question of operating policy, as well as to scale and classification, had an addition of 94.7 per cent.

As all other tests, without exception, the system gave a poorer performance in 1919 than in 1917. The trainload of the various units was as follows:

	1917	1919
Canadian Northern	378.4	337.9
G. T. Pacific	368.8	302.1
Transcontinental	446.6	502.0
Intercolonial	362.9	402.1
Average	382.5	370.1

This result was 38.5 per cent. below the average trainload of the Canadian Pacific in 1917 and per cent. in 1919. It might be assumed that the striking difference was due to unfair grades on the government roads, but it would be a mistake. The Canadian Pacific is at a marked disadvantage in that regard. It has always been the weak of the Canadian Northern that its 4 per cent. controlling grade was the best of any road of similar length in North America; yet the Canadian Northern had an average trainload of 388.4 tons in 1917 and fell to 337.9 in 1919. That must be compared with 528.8 and 522.1 on the Canadian Pacific.

The lighter trainload of the Canadian National is due to fewer cars hauled. In 1917 the number was 17,2

CASTORIA

For Infants and Children
in Use For Over 30 Years

Always bears the
Signature of

Batchelot

as to how the various units composing the Canadian National performed in 1917 and 1919.

The Results In 1920.

The facts for the fiscal year 1920 cannot be presented in comparative form for two reasons in chief. First, the essential factor of loaded car mileage is lacking; second, the year to which the figures naturally presented to part of the date ended December 31 instead of June 30. Some general comparison, however, can be made, subject to the qualifications as to the difference in years.

The operating ratio in 1920 is 124.01 and the operating deficit to \$36,842,970. This should be compared with a ratio of 81.39 by the Canadian Pacific and a net operating revenue of \$33,153,045.

Operating expenses per ton and passenger mile combined were equal to 1.567 cents on the Canadian National and 1.179 on the Canadian Pacific. Without making allowances for the difference in the years, it may be said that these results showed a worsening by 25.1 per cent. over 1919 on the government system, as compared with an increase of 14.8 per cent. on the corporate road. An important, but quite unavoidable qualification in those and succeeding results is that they do not induce figures from the Grand Trunk Pacific. Due to the lack of figures for that road are added which were not brought in. The effect would, however, quite definitely be to aggravate the situation as disclosed by the other units, for the Grand Trunk Pacific in 1920 made much the worst showing in its history.

Measuring transportation expenses by ton and passenger miles in 1920 the result gives .774 per cent. for the Canadian National and .556 for the Canadian Pacific. In this particular test the showing of the government roads was over 23.6 per cent. in 1920 over 1919, as compared with an increase of 10.5 per cent. by the Canadian Pacific.

In short, if a full and accurate comparison could be made as between operating results on the Canadian National roads in 1917 and in 1920 it would naturally not only be a serious aggravation of all the conditions, but a much greater increase in the adverse showings that was experienced by the Canadian Pacific. The point which should be given proper emphasis is that, while the Canadian National system is fundamentally weak, operating results have been made worse year by year by unskilled, wasteful and incompetent administration. There cannot possibly be any doubt of that, and it has a vital bearing on the exceedingly perplexing Canadian railway problem at this moment.

LIFE WAS A MISERY TO HER

Says this Woman Until Relieved by Lydia E. Pinkham's Vegetable Compound.

Owen Sound, Ont.—"I suffered for two years with female organic trouble, marginal and indigestion. I was weak and had such bad pains I could hardly walk or stand up. I would sweep I would have to go and lie down. I could not sleep at night and would wander around the house all night. I did everything but

nothing. They had told me never to expect to get out of my trouble. One day one of my little books was left at my door and my husband and I tried to try a bottle of Lydia E. Pinkham's Vegetable Compound. I took God I did, for it cured me, and I am now well and strong. I think there is no remedy like the vegetable compound. I have had many troubles, and have recommended it to my neighbour. You can publish my letter for the benefit of others I can't reach."

Lydia E. Pinkham's Vegetable Compound, 1787 7th Ave., East, Owen Sound, Ont.

If you have any symptom about which you would like to know more, write to Lydia E. Pinkham's Vegetable Compound, Lynn, Mass.

For helpful advice given free of charge.

KEEP CHILDREN WELL DURING HOT WEATHER

Every mother knows how fatal the hot summer months are to small children. Cholera, infantile, diarrhoea, dysentery, colic and stomach troubles are rife at this time and often a precious life is lost. There is only one logical method to keep babies' Own Tablets in the house feels safe. The occasional use of the Tablets prevent stomach and bowel trouble. The tablets suddenly do what the parents desire. They are sold by medical dealers or mail at 25¢ a box. Minard's Liniment, 100 gm. of Minard's Liniment for sale every where

CROSSFIELD MEAT MARKET

Quality is the True Test of Cheapness.

We have a few cases of LARD yet which was bought at the low price you get the benefit whilst they last.

3 lb Pail 70c, 5 lb Pail \$1.10, 10 lb Pail \$2.00
Call and see us when you have anything to Sell, we can handle it.

Live Poultry Purchased at Calgary Market Prices.

WE AIM TO SATISFY

Phone 24.

J. G. HARRISON, Prop.

\$10 Reward

LOST Two Bay mares, one branded with rocking chair, and the other no brand, weight, 900 lbs each, both saddle ponies, one with rope halter and the other had leather halter.

Address, Clas, Holstein, Beiseker, Alta.

INSURANCE

All classes of Insurance written on the most favorable terms.

See me for Fire, Hail, Livestock or Automobile Insurance

Prompt attention & competent service assured.

A. W. SMART,
Crossfield, Alberta.

PHONE 604

J. L. McRory.

SHEET
Metal Works

CROSSFIELD, Alberta.

For Sale

For Sale.—One 8ft. Maneu-Harris Binder, in good working order. For price, etc. see D. K. Pike, Crossfield.

For Sale: 1 Second-hand Wagon Gear \$35.00. 1 Milk Cooler in perfect condition cost \$35.00 when new. \$18.00 buys it.

CHAR. HULTGREN.

LOCAL AND GENERAL

Ladies Aid Reopening

The Ladies Aid of Union Church will resume activities with a meeting at the Parsonage, on Wednesday, September 7th, beginning at 3:30 p. m. Those willing to become members, who are not already such, will be welcomed. Visitors will also be cordially received. A pressing invitation is extended to all members, actual and prospective, to be present at this important meeting. Plans for the future, involving improvements to the Parsonage and Church, will be considered. A short program will be given and refreshments provided.

MILLINERY NOTICÉ

I will display an up-to-date line of
MILLINERY

every two weeks, commencing
Thursday, Sept. 15th, at
HALLIDAY & CO's Store.

All ladies of Crossfield and district are invited to inspect my stock.
Mrs. H. W. CURRY, Carstairs.

BIRTH

To Mr. and Mrs. T. Tredaway,
on Saturday, August 20th, at Crossfield, a daughter.

DIED

At the Cottage Hospital, Toronto, Ont., on Monday afternoon, Aug. 29th, Josephine Patricia, daughter of Mr. and Mrs. G. A. C. Dougan, aged twenty one months. Buried in Victoria Lawn, St. Catharines, Ontario.

\$ TO SAVE IS TO SUCCEED! \$
Thrifty Citizens continue to invest
their Savings in
ALBERTA GOVERNMENT
5 p.c. Demand Savings Certificates

BECAUSE

they know the value of Safety and quick Availability in these interest-bearing securities.

These Certificates may be purchased in denominations of \$5, \$10, \$25, \$50, \$75, \$100, \$500, \$1,000 and \$10,000 and are payable on demand.

Address all communications to the Deputy Provincial Treasurer.

HON. HERBERT GREENFIELD,
Provincial Treasurer.W. V. NEWSON,
Deputy Provincial Treasurer,
Parliament Buildings, Edmonton, Alberta.

FALL GOODS !!

It'll not be many days till you will want these cold weather necessities, it's a good time now to look into the prices you will pay for these goods at home—you will find them as cheap as you will buy any place, besides you can see what you are getting and take the goods home with you.

UNDERWEAR --

Stansfields Red Label, unshrinkable Underwear, Shirts, Drawers or Union Suits, priced one year ago at \$7.50, to-day \$4.50

Stansfields No. 8800, fine wool ribbed Union Suits, priced one year ago at \$11.00, price to-day \$7.50

Stansfields "A C" fine wool mixed Union Suits, priced one year ago \$7.00, to-day \$4.50

Men's fine cream ribbed Union Suits, Spring needle knit, brushed back, perfect fitters, specially priced for early fall wear, per suit \$3.00

SWEATERS --

New line of Men's Pullovers, Fine Jersey Knit, colors navy, brown and cardinal, good value \$3.50

Heavy weight Pullovers, Pennmans All Wool make, cheap at \$4.50

MEN'S SUITS --

Men's All Wool Bannockburn Tweed, nicely lined, good conservative style, makes a dandy business suit. Will give any man real value for his money, its real hard to beat this

\$23.00

MADE TO ORDER SUITS, CAMPBELLS

new fall samples are here, and the samples are just about half of what they were a year ago, we guarantee a fit equal to any. The workmanship cannot be beaten, and we know you will get more service than you

will get out of any other make of clothes in Canada.

Ask the man who buys them, this means most anyone in the district

LEATHER VESTS --

A garment made for the man who wants to work in comfort and at the same time keep warm. A garment that is flexible, is not clumsy, is warm, keep out more wind and cold than any other garment made

We have them in Suede Leather Lined, Moleskin, tight-fitting worsted neck and cuffs, price \$14.50

A specially good one, glove tanned leather, full all wool flannel lined, imitated by many at less money. You will appreciate this one when you see it and compare it with others. Costs a little more.

Price \$20.00

REVERSIBLE COATS --

A fine welt Corduroy Coat, reversible Moleskin or Corduroy, good collar, makes a very serviceable work coat, very flexible and warm.

Price \$12.50

BEDS & BEDDING:
SIMMONS STEEL BEDS
and MATTRESSES --

Sanitary Bedding means much for good rest and good health.

See our all white Felt Mattress, the advertised line for \$12.50

"Yours for a perfect night's rest."

"PAY CASH IT'S CHEAPER."

HALLIDAY & CO.

The Province of Alberta
also offers

15-Year 6 per cent.

Alberta Gold Bonds

\$97.59

10-Year 6 per cent.

Alberta Gold Bonds

\$98.16

If you are in the market for Harness, you can do nothing better than to call in and talk BUSINESS.

My Harness repairing will speak louder than words, terms are moderate.

Boots and Shoes for repair, received, and delivered to practical firm in Calgary.



SIDNEY JONES,
Harness Maker & Repairer

Next door to Laut's Store.

Warning For Irish Extremists Who Oppose Great Britain's Offer

London.—London newspapers even those that have most warmly supported Irish aspirations views with considerable regret the statements made by Eamonn de Valera at the recent meeting of the Irish republican parliament. There was however reluctance to hear his speech as expressing Ireland's last word and some editorials declared confidently that if the issue was placed before the Irish people the British terms of settlement would be accepted. Assertions were made on the strength of Dublin advice that the Irish having tasted peace since the establishment of the truce would never consent to a return to hostilities and that indeed few Irishmen believed there was any probability of a resumption of warfare.

The Daily Mail said the Catholic clergy of Ireland were using their influence in favor of acceptance and it expressed belief that the "vast proportion" of the members of the Dail Eireann were determined to accept the British terms.

The London Times took occasion to warn the extremists who opposed acceptance that Great Britain's mind is finally made up and nothing can shake its determination not to yield upon the cardinal point upon the maintenance of the union between Great Britain and Ireland.

Considerable prominence was given extracts from editorials appearing in United States newspapers most of them earnestly advising the Irish not to reject the Government's offer. The Daily Telegraph commenting upon these editorials said:

"Americans are deeply impressed with the dramatic tone of the British Government in the pursuit of peace. They perceive in some Irishmen do not, with an immense moral sacrifice the Government has made rather than see the ruin of Ireland consummated, and they that some yielding should be apparent on the other side."

Italy Wants Trade With South Russia

Russian Delegates Must Abstain From Propaganda Attempt.

Rome.—Negotiations for an economic agreement with the Russian Soviet delegation here, the Messagere say, have almost been completed. The agreement, which is to be signed in the near future, contains four points, the newspaper asserts, as follows:

1. A mutual undertaking to open negotiations immediately for an economic agreement of the widest kind between the two countries.

2. Russia is to afford Italy the same facilities and advantages as those granted other countries.

3. Russia is to give equitable consideration to Italian claims for credits with regard to Russia.

4. An undertaking by the Soviet Government that its delegates in Italy will abstain from any attempt at propaganda in the kingdom.

Kill Two In Collision

Driver of Gasoline Speeder Dies of Injuries.

Edmonton, Alta.—Two men are dead and two others are suffering from injuries received when a gasoline speeder and a handcar collided near the Edmonton, Dunvegan and British Columbia Railway yards here. Sam Kusuk, who was alone on the handcar, and Thomas Kalper, driver of the speeder, died of injuries. William Irwin, local president of the G.W.V.A., and Steve Pallow, of Foothills, Alta., are injured men.

Canada Represented at Geneva.

Ottawa.—Right Hon. C. J. Doherty, minister of Justice, and Sir George H. Perley, Canadian high commissioner in London, will represent Canada at the meetings of the League of Nations in Geneva. They sailed on the Empress of Britain, Aug. 20.

It is considered likely that Hon. Hugh Guthrie, minister of militia, will be acting minister of justice during the absence of Mr. Doherty.

Unemployment Insurance

Vancouver.—Unemployment insurance in the future was forecasted by Hon. J. W. de B. Farris, attorney-general, at a meeting here between the Government representatives of workers generally and returned soldiers. Some insurance system, he said, was bound to develop in Canada because of the experience the country is now passing through.

Streams High In North

Travellers Use Canoe Over Former Dry Land.

Prince Albert, Sask.—J. J. Barker, district manager for the Hudson's Bay Company here, who has returned from a three thousand mile trip through the northern area, states that the waters of the Churchill and other northern streams, are so high that his party was able to cross Frog Portage, the height of land which separates the Churchill River from Burnt Woods or Woody Lake by canoe. Historical legend says that forty years ago this isthmus was a strait but since that time has acted as a water shed. On the Reindeer River, the waters were so high as to have completely obscured the rapids. Everywhere the natives were found in good health with excellent prospects for a good catch of fur. Fox and lynx appeared to be on the increase.

Good Crops At Saskatoon

Forty and Forty-Five Bushels to the Acre Will Be Common.

Saskatoon.—About forty per cent of the wheat in the Saskatoon district has been cut with ideal harvest weather prevailing. In this district crops of forty and forty-five bushels to the acre will be common, while the general average will probably exceed 25 bushels. The northern districts of the province and the country east of Saskatoon will return similar yields. West of Saskatoon the crop is somewhat spotty but many of the farmers report an estimated yield of 35 or upward.

The Early Harvest.

Brandon.—Harvest operations in this district are nearly two weeks earlier than last year. The first wheat was brought in to a local mill August 24, 1920, while this year the first wheat was brought to the mill August 12. Most of the wheat cutting is finished and a good quantity of threshing has been done. Some coarse grains have also been cut.

Every dollar spent in your home town is a boost for the community.

WESTERN EDITORS



J. R. Lowe, Publisher of The Outlook, Chaplin, Sask.

West Needs More Farmers

Little Growth in the Rural Population of the West.

As the United States becomes increasingly dependent on imported foods the demand on Canadian farmers will grow more serious. Fordney Tariffs may come and Fordney Tariffs may go but the American food supply will, for many decades, have to be drawn from us.

Yet we find little growth in rural population in our west. Taking Canada as a whole, we have many more farmers today than we had five years ago.

The demand for food rises and our ability to supply it falls.

Already the cost of living tends to be higher in Canada than in the United States by a few cents per week per family. The explanation lies in the fact that our remaining food growers get American dollars instead of Canadian dollars for their goods. It pays them to ship south whether our cities are fed or not, and no one can deny their right to do so.

But what is essential, both from the food growers and the food consumers standpoint is this: We MUST increase the number of Canadian farmers and we must do it in such a way that farms

mean more food production to stabilize prices for the consumer. It means more population to share with the present producers the high cost of taxes, railway service, government, of

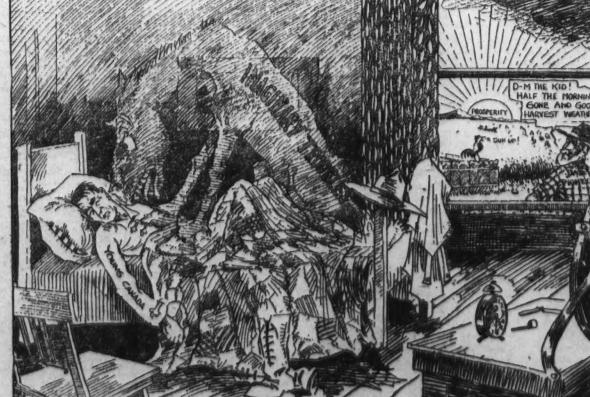
For both consumer and producer's sake Canada requires more farming population. To get that we must start to bring in more immigrants—today—at once.

May Withdraw Fishing Treaty.

Olympia, Wash.—The proposed Sockeye Fishing Treaty between the United States and Canada probably will be withdrawn from the Senate by Rep. Fred Hart, according to a telegram received by Governor Lewis F. Hart, from Senator L. Jones.

Governor Hart recently went to Washington to protest the proposed treaty.

Sleeping In!



WHEN HE WAKES UP AND GOES TO WORK HE'LL LAUGH AT THE NIGHTMARE

Says That British Coal Strike Leaders Lacked In Vision

Send Loyal Message

Halifax, N.S.—"The Acadian people assembled in solemn national congress, with representatives from all parts of Canada, beg you to convey to His Majesty, King George V, their sentiments of loyalty to him and their appreciation of your appointment as viceroy to his greatest commonwealth." This message was adopted at Church Point by an assembly of over 2,000 Acadians, and was sent to Baron Byng, governor-general of Canada.

British Living

Costs Have Increased

Farm Produce Is Very High Owing To Drought.

London.—The Labor Gazette indicates that the cost of living in England, based on comparisons of the figures of last month with those of other months and other years is on the upgrade. There was an average level of 122 per cent, above pre-war prices during July. In June, the average was 119 above pre-war prices.

The increase is due chiefly to increased cost of farm produce consequent upon the drought. Rents have increased in conformity with the Rent Acts. The prices of meat and clothing have generally decreased.

Seamen Sent To Prison

Men of Canadian Merchant Marine Refused to Obey Commands.

Vancouver.—Seven seamen arrested on charges of refusing to obey commands on the Canadian Merchant Marine steamship Canadian Observer, have been sentenced to six weeks imprisonment. The men claim their defense claimed that the ship was in such a fitful condition and the food so poor that they did not wish to continue on the vessel and demanded their discharge.

Man Killed In Thresher.

Winnipeg.—While endeavoring to replace the belt on a threshing machine, Mike Wok, 27, reeve of the municipality of Birch River, in the Greater Winnipeg Waterline, was instantly killed when his arm caught in the belt and his body was buried around the pulley.

Reduced Pay of British Workers.

London.—It is officially announced by the Minister of Labor that during July the wages of 3,600,000 workers were reduced, while about 5,000 received increases, making a net reduction in full time wages of about £1,070,000 net weekly.

Canada Will Represent Dominions

Other Premiers Not Able to go to Washington.

London.—Premier Massey of New Zealand, in an interview here, states that he fears that it will be impracticable for him to attend the forthcoming conference at Washington, and that the necessity of his attending the forthcoming session of the New Zealand Parliament. He believes Premier Smuts of South Africa and Premier Hughes of Australia are similarly situated, and it is therefore probable that Canada will be the only one of the overseas Dominions which could conveniently send a representative to Washington next November.

Premier Massey added he was fully confident the British delegation would adequately represent the interests of all the overseas Dominions.

Aviators In Demand

Are Offered Big Wages to Serve With Moorish Army.

Tangier, Morocco.—European aviators with experience in the late war, according to advices received here, are being offered 45,000 francs monthly to serve with the Moorish army in the Melilla region.

These advices say that 100,000,000 pesetas is considered a low estimate of the losses to Spanish, Allied and neutral firms through the devastation caused by the fighting around Melilla.

Greater Rye Production Is Now Advocated For The Western Provinces

To launch definitely a scheme for planting a greater area in rye, with a view to solving the drought problem in Southern Alberta and Southwestern Saskatchewan, a resolution was recently given by the Winnipeg Board of Trade, the Canadian Credit Men's Association, the Rotary and Kiwanis Clubs and the Canadian Manufacturers' Association.

Several hundred representative business men heard a report from a committee of investigation which was brought together by the Western Canada Colonization Association, bearing on this subject.

The report sets out that after a general discussion of existing conditions in the areas affected, immediate action on the following programme was considered desirable:—Prompt steps should be taken to encourage and ensure the sowing of fall rye in Southern Saskatchewan and in the provinces in the following areas:—In Saskatchewan, south and east of a line from Estevan, Moose Jaw, Outlook and Macklin to the Alberta boundary, and in Alberta, south of the line extending from Calgary to a point adjoining the Saskatchewan boundary east of Macklin.

Among the reasons and advantages of sowing fall rye, the report includes the following:—Fall rye is more resistant to drought and cutworms, and therefore gives a greater security to the grower than any other spring-sown cereal. Fall rye, in addition, to its value as a grain crop, has a distinct value for pasture and hay. Fall rye ripens three weeks earlier than wheat, thus escaping the late winds prevalent in the latter half of July. Fall rye growing distributes the work of the farm over a greater part of the year, and it assists in preventing soil drying. It has been readily marketed through the usual channels for marketing grain. It has a high feeding value in hog production and under present conditions can be advantageously marketed through this class of livestock.

The report continues that it was agreed that since the seed of any special variety may not be available in sufficient quantities to seed the entire area, it would be desirable to encourage the sowing of ordinary rye. Evidence was given and showing the superior yielding qualities of Poole rye and North Dakota 959. The committee recommends and urges all those who are in a position to purchase these varieties to do so securing their requirements early.

On the subject of soil preparation the committee recognized that much grain is sown in poorly prepared ground, and an unnecessary gamble is taken by those producers who fail to cultivate properly. The committee further realizes that those who extend credits for seed will be the ones to determine to whom such credits will be given, but it suggests the inadvisability of advancing additional credit to those whose land has not been properly cultivated.

The committee also urges fall seeding, but realizes that moisture conditions and soil moisture necessarily determine how late seeding can be done. In general, the most desirable dates are between Aug. 15 and Sept. 10, but if moisture conditions warrant, seeding may be carried on up to Sept. 20. In some cases crops have been successful when sown later, but this is not recommended. Where it is particularly desired to prevent soil drifting, late July or early August seeding is suggested. The rate of seeding suggested is three pecks per acre.

The rye average for Canada for three dry years, 1918, 1919 and 1920, is 15.41 bushels per acre against 11.41 bushels.

These three dry years show 50 per cent. greater rye production in all Alberta, and it may be assumed that the production was even greater in the dry areas.

Other statistics included in the report show that in every year from 1915 to 1920, inclusive, in Saskatchewan the yield of rye per acre was greater than that of wheat by fully 25 per cent.

The statistics, covering a period of years, show that the prices per bus-

hel of rye in Canada average from 25¢ to 30¢ per bushel under wheat. The New York Produce Exchange statistical report of 1920, page 35, shows that the average price of rye in 1920 for sixteen years, from 1903 to 1920, was 1.07 per bushel, and the average price per bushel for wheat was 1.24 for the same period. This is about 15 per cent. in favor of wheat.

It is clear, therefore, that the production of rye in Alberta, and Saskatchewan, particularly during the dry years, being so much greater than the production of wheat, will more than offset the disadvantage of price.

In regard to markets, the report continues, that the world countries produced in 1920 approximately 1,500,000,000 bushels of rye, which was principally in the countries where it was grown. The principal rye producing countries are Russia, Austria-Hungary, Germany, the United States, Belgium, Spain, France and Sweden. The United States exports yearly a very large percentage of the rye produced. In 1920, for instance, she exported a considerable amount of rye flour. It is evident, therefore, that if the United States can find an export market for such a large percentage of the rye produced, it is reasonable to assume that Canada will be able to secure an equally satisfactory market.

James Stewart, formerly chairman of the Canadian Wheat Board, in answer to queries has informed the committee that there is always a market for rye in Holland, Denmark, Germany, Norway and Sweden for all Canadian grain products. It seemed superfluous, in Mr. Stewart's opinion, to adduce arguments, as rye constitutes the staple food for the larger proportion of the people of these countries.

The committee recommends that the government supply enough seed to sow 50 acres to the quarter section and a maximum amount for 200 acres to any individual.

In view of the need of securing immediate action, and of acquainting farmers throughout the country of the desirability of planting fall rye, the co-operation of the following has been requested:—The United Farmers of Alberta, Saskatchewan Grain Growers' Association, Winnipeg and Calgary Grain Exchanges, Boards of Trade, Western Wholesalers, Banks and Loan Companies.

The committee strongly expresses the opinion that a thorough inquiry should be instituted into the conditions prevailing in Southern Alberta similar to that carried out by the Royal Commission of Inquiry appointed in 1920 by the province of Saskatchewan, which investigated farming conditions in the southern part of that province. It recommends to the Alberta Government the appointment of a similar commission to inquire into and make a survey of the farming problems in Southern Alberta and suggests that the commission might investigate the following and other matters:—(a) The desirability of making a soil survey; (b) supplying additional experimental station; (c) the sowing of other crops more adaptable to Southern Alberta, such as sunflower and sweet clover; and (d) the appointment of district agricultural representatives, known in the United States as county agents.

What Grant Had On.

It was at the closing exercises of a public school that Marjorie was reading a composition of her own on "Grant's Work in the Civil War." She got on most creditably until she reached Lee's Surrender at Appomattox Court House.

She then said how Lee wore his sword and was handsomely attired in full uniform, "while Grant," she announced, "had on nothing but an old ragged union suit."

Filmed Scenic Beauties of Jasper Park.

Raymond S. Peck, of the trades and commerce bureau, Ottawa, and Captain State, of Montreal and Washington, passed through Edmonton recently, on their way east from a visit to Jasper Park where they spent some time filming the natural beauties of the national playground for the "Seen in Canada" series now under compilation by the government.

Wonderful Wood Carving

Fifteen Years' Work of Five Monks
Valued at \$125,000.

A wood carving descriptive of the life of Christ, on which five Monks worked for 15 years, has been placed on exhibition in New York. The carving, valued at \$125,000, was brought to the United States by Father Germanos, Abbot, one of the Monks who made it, in the monastery of the Brotherhood of Nicodemus at Mount Athos, Macedonia.

The composition is 28 inches high, and 21 inches wide, and includes several hundred figures in high and low relief. The central picture is "The Last Judgment," reproducing in wood the details of Michael Angelo's famous painting.

We learn by experience. For instance, a man never wakes up his second baby to see it laugh.

Amazing Deceptions Which Have Been Practised From Time To Time

One cannot but wonder what would have happened to Louis de Rougemont if he had put forward his fiction as fiction, instead of presenting it as truth. He might have been a great novelist. He might not have died in the London poorthouse, as the real Louis did, the same day. His "Ammeling Admirements" caused a sensation when they appeared in the Wide World Magazine in 1898, purporting to be a true account of his thirty years' adventures among south sea cannibals. But the London Chronicle laid bare the fact that these years had really been spent by the author in the routine of a London

don-banking house. It was just in imagination that he had conquered a savage people by going against them on stilts—with all the prestige of a giant. The tribe which worshipped him as a god had existed only in his fertile brain. All the other death-defying exploits which his narrative presented so convincingly were of the same frail fabric. Yet he was invited to lecture before a British scientific society.

He is regarded as the prince of frauds, but the New York Times recalls other hoaxes which vie with his in their magnitude and success, not forgetting Ponzi's recent exploits which are still sorrowfully remembered by a host of investors. About the same time that de Rougemont was thrilling the world with his story, the Electric Marine Salts Company was being widely advertised. It coaxed a million dollars from Boston pockets in order to extract gold from sea water. Then there was the "Cardiff giant," unearthed "by chance" at Cardiff, N.Y., a "prehistoric" figure which, as afterwards transpired, had been fashioned by a negro carver from a twelve-foot slab of gypsum. And it is noted that when Barnum failed to purchase this wonderful creature, he had another made which he calmly exhibited as the original—a counterfeit of a fraud.

But as Barnum himself declared, "The public loves to be gullied." Even scientists "bite" readily at some of the most fanciful reports. When it was announced in the magazine *Nature* in 1880 that "hot ice" was being manufactured by one Thomas Carneley, and that the said Thomas had even burned his fingers on it, Sir Oliver Lodge was among those who accepted the yam as a fact. But this warm kind of cold turned out to be a fraud. So were the wonderful relics discovered by old Professor Siegfried of the University of Wurtzburg, relics carefully prepared by some of his students and "planted" in one of the places where he used to collect fossils. The professor wrote a book on them and dedicated it to the Prince of Wurtzburg. But its appearance was greeted with such howls of derision that he was soon destroying all available copies.

The press has been hoaxed time and again. In 1835 the New York Sun announced the building of an enormous telescope at the Cape of Good Hope by the famous astronomer, Sir John Herschel. Through this, life on the moon could be observed with the naked eye. Holes of which looked like blisters were even pockmarked on the moon. Lunarian men, four feet tall and with copper-colored hair, were described in detail. It was only when Herschel himself brayed the whole yarn as a falsehood that the public realized that they had been fooled once more.

So de Rougemont was not the only one to practice an amazing deception. It is suspected, in fact, that not a few of his fellow beings do the same thing on a strictly personal scale. By a process of self-hypnotism, many a man has convinced himself that he is an exceptionally fine fellow, towering high above his mates in intellect and character. He may not be a hero to his valet, but he is to his valet's master. This is the biggest hoax of all, and the most common, the kind which individual human beings perpetrate upon themselves.—Regina Post.

Satisfying Her Conscience.
Mrs. Charmer and Miss Blunt met at the viseage, as both were paying calls. Tea was served and as Mrs. Charmer nibbled at her cake, she murmured: "I must say, dear Mrs. Pastor, this cake is delicious." The vicar's wife beamed. Then the two ladies left, and as they walked home Miss Blunt burst out:—"Really, Mrs. Charmer, how could you say that appealing homemade cake was delicious?" "I didn't say it was," cooed Mrs. Charmer with a twinkle. "I only said, 'I must say so.' And one must, you know."

By making your purchases from your home merchant you are contributing direct to the prosperity of the community in which you live.

Independence on a Fruit Farm



Gathering Raspberries.

In the heart of the small-fruit country on the north side of the Fraser River in British Columbia, where every landowner has his commercial patch of raspberries, small or large, one of the best examples of what a perfectly developed, well-run fruit farm on a small acreage can be, is the Maple Crest Farm at Hazelton belonging to Mr. A. E. Dann.

Mr. Dann is an Old Country gardener and was brought up on his father's fruit farm of 200 acres in Kent; as the conditions for fruit-growing are much the same in British Columbia as in England, his experience is his greatest asset out here. He believes that there are far more people in the country in thorough cultivation of the small patch than in the big patch carelessly looked after.

The soil in this district is naturally rich, well-drained and therefore particularly well-adapted for small fruit, but Mr. Dann uses farmyard manure when possible and plenty of chemical fertilizers as well.

He has an acre in strawberries, the "Magoon" variety, which are best suited to the district, and in a good year realizes \$1,200 on these; half of this must be allowed for expenses of picking, packing, crating, cartage, etc., so that he clears a profit of \$600.

He has over an acre of gooseberries, mostly grown from cuttings which he struck himself, "Pearl" which are the earliest, "Oregon Champion," the main crop and "Jocelyn," the late ones. There are 100 bushes in full bearing, which will yield a gross return of \$1 per bush, more than half of which is clear profit.

Gooseberries, of course, are far cheaper to grow than strawberries because all bush fruit they last for a long term of years without needing renewal.

Mr. Dann has over an acre of raspberries, "Cuthbert" and an unknown variety much grown in the district that surpasses even the "Cuthbert" for earliness and heavy yields. Three tons to the acre is an average crop or 300 crates for which the lowest price is \$4 per crate, so it will be seen that the profits work out much

the same as for straws, and rasp.

Cold storage facilities are absolutely necessary and the expense of this can only be met by every grower joining the Exchange of his district. Last year the Hazelton Fruit and Mercantile Exchange shipped all carloads of rasp to Winnipeg and not one crate was spoilt.

A traveller from the east told Mr. Dann that he saw several crates of rasp from the Hazelton district last summer in Fort William and they were all in perfect shape.

This year the Exchange expects to ship over 500 cars of fruit and the strawberry field alone is expected to total from \$500-1000 tons. There are about 2,800 acres in British Columbia under small fruit and the value of last year's crop was approximately a million dollars.—H. G. W.

ATLAS LUMBER Co'y. BUILD IT NOW



Reconstruct the Old Home For Longer Usefulness

Reconstruction begins at home. If the old house isn't all you desire, and you can't build a new one, a little of the right kind of repairing and remodeling will readily restore it to present day standards.

Perhaps it's a new porch, a summer kitchen, a side entrance, a new roof, extra rooms to the rear, or renewing of old, cracked walls and ceilings that is needed.

The right kind of lumber used in the right way will make the change and we have all the material you will require including that knots and cracks will manufacture lumber Beaver Board, for better walls and ceilings.

Suppose you ask us about it?

ALL LUMBER REDUCED

TRY THE BOYS

REAL ESTATE, INSURANCE & CONVEYANCING Business

Come in and talk over Insurance, we have the best companies in America for Hail, Fire, Stock, in fact for anything on the farm. We'll give your business the most careful and prompt attention.

"SERVICE" Thats what we'll give you.

**COME IN AND TALK IT OVER.
MURDOCH & AMERY.**

NOTICE !!

WHITE ROSE GASOLINE

IT IS THE BEST

We Have It

Crossfield Garage

LOCAL AND GENERAL

Mrs. R. Whitfield sen'r returned home on Thursday last, after spending a few weeks with her son J. W. Whitfield, at Cochrane, Alta.

Found: On the west trail, a Catholic Prayer Book. Owner can have same by applying at Post Office, and paying for this ad.

R. McLeod and J. R. Giles became possessors of Overland-4-Cars through the Bliss Garage recently.

Miss Winnie Diok, of Michichi, Alta., is the guest of Mr. and Mrs. J. G. Harrison.

Mr. C. Marston, of Langley Prairie, B. C., who has been spending a few days visit in town, left on Monday last for Standard, Alta., where he will be harvesting for a couple of months.

Mr. and Mrs. L. V. Bliss, Miss A. Whitfield, and Messrs. Marston and Harrison motored to Calgary on Monday last.

Don't forget ladies, Thursday, Sept. 15th, Mrs. H. W. Curry, of Carstairs, will display a nice stock of Millinery, in Halliday and Co's store. This news should please you, as it will save you a trip to Calgary, for the new hat you were figuring on. Come early for first choice.

We understand that a first class Dressmaker is about to take up residence in town very shortly in the person of Mrs. R. McAdams, of Calgary. We feel confident that the people of Crossfield have been anxiously waiting for someone to start in this line. Having known Mrs. McAdams for some length of time we can recommend her work.

A number of young folks were entertained by Mrs. C. Fox on Friday evening last.

Miss Eva McArthur was a visitor to Calgary on Tuesday last.

Mrs. A. W. Gordon spent a few days in the city during the week.

Mr. T. H. Gostlin and daughter Eva, of Toronto, left for their home on Tuesday last, after spending a few weeks with Mr. Gostlin's sister Mrs. D. A. McArthur.

Sampson Notes

Those present at the Ladies Aid on Wednesday afternoon, in addition to Mrs. Farquharson at whose home the meeting was held, were Mrs. Walsh, Mrs. Havens and Miss Havens, Mrs. Larson and Miss Larson, Mrs. DeWitt (sister of Mrs. Larson), Mrs. Thome, Mrs. M. Shell, and Mrs. N. Vandelinier. Plans were further developed for a Bazaar, Chicken Supper and Entertainment which will be held in new Hall, about the end of October.

Mr. and Mrs. Fred Ingham have taken their children Frank, Merle and Dorothy to Calgary again to pursue their education. They will make their home with Mrs. Ingham mother, Mrs. Merton.

The new Hall has been completed and is a very attractive, finished looking building, a committee went to Calgary this week to see about purchasing a piano. As soon as the Hall is equipped with musical instrument and seating, the church opening will take place. No definite date has yet been settled but Sept. 18th is under consideration. The opening will be of a special character.

Miss Helen Gemmill left to-day (Thursday) to teach school at Beaver Mines, near Pincher Creek. Her sister Claire is also teaching in that district.

Miss Eva Banta has returned to Calgary to resume her studies at school.

Miss Susie Baker is spending her vacation at the parental home.

Messrs Clinton and Kenneth Copcock are leaving shortly for a trip to California.

**We buy and kill all our meats
locally, and sell at the most
REASONABLE PRICES.**

Be sure and get your supplies from

Glover & Co.'s NEW MEAT MARKET

See us about Poultry.

IS YOUR BUSINESS FOR SALE

For Sale Cheap

FOR SALE—OLD POTATOES,
Phone 1311, Crossfield.

—DeWitt Bros.

ESTRAY.—On C. Christianson's place near Crossfield, one Sorrel Mare about 800 lbs. weight. Branded **WT** on left thigh.

NOTICE.—Anyone requiring pasture for 100 up to 250 head of cattle, apply to Capt. N. J. WIGLE, Phone 803, Crossfield.

For Sale

Two Registered Aberdeen Angus Bulls,
One year old. Apply to

Crockett and Corcoran
Phone 1203 Crossfield

Green Feed for Sale, Car load or Wagon
load, or would trade for cows freshening
in spring. W. F. Stone, 3 miles south
of Crossfield. 33p

STRAYED

Strayed.—Chesnut Mare, Roach
Mare, 7 years old, Star, pastern in
hind. No brand.

Find please phone 22, Crossfield

Strayed

Strayed from J. R. Giles farm Sec. 30,
Tp. 28, R. 2, W. 5, of Sorrel two year
old filly, weight about 1,200 lbs. light
mane and tail, no brand. \$5.00 reward
for information leading to recovery.

J. R. Giles, Crossfield.

NOTICE

Cattle Branded **JS** on right
shoulder

Please notify,
H. Schobiefield.

Wanted, the party who wrote to the
Poundkeeper at Troch, Alta., in regard
to a Bueckin Gelding Branded
on the right thigh that was in
his pound. Please see the Editor
as soon as possible.

Impounded

In the Pound situated on N.-W. $\frac{1}{4}$, S. 21,
T. 28, R. 3, W. 5th.

One Mouse colored Mare, Branded
One Bay Mare, also one Bay
Stallion, two years old. July 21st.

Homer Gano,
Poundkeeper.

Impounded in the Municipal District
of Rosedale No. 280 Pound, situated on the
N.E. $\frac{1}{4}$, S. 28, I. W. 5. One Dark Bay
Colt two years old. Branded
on left shoulder. Impounded
on the 8th Aug. F. Landymore,
Poundkeeper.

Impounded in the Municipal Pound
kept by Homer Gano, N.W. $\frac{1}{4}$, Sec. 21,
Tp. 28, I. 5. One Bay Gelding, tail face, left
feet white to knee, 1050 lbs. weight.
Branded on left shoulder **YU**.

One Dark Bay Mare, tail face both
feet white, both front feet white, 1050 lbs.
weight. Branded **YU** on left side, and a
brand on right jaw looks like a **N** or **H**.

One Black Mare, small star in
face, white hind feet, brand on left
shoulder, 900 lbs. 4 years old, has
a horse colt at side.

One Dark Bay Gelding, 4 years old, 4
white feet, white strip on face right,
also 3 white feet, brand on left
shoulder, the last letter badly bloated,
1400 lbs. Impounded on the 26th Aug.

Homer Gano,
Poundkeeper.

Crossfield School District No. 752
The REGULAR Meetings of the above
School Board will be held in Outoks and
in Gordon's Office, at 8 p.m., on the
second Monday of each month.

Non-payers are invited to be present at
these meetings.

All matters of business pertaining to
this district will be attended to at this
meeting.

The office of the Sec.-Treas. is in the
Crossfield Drug Store.

A. W. GORDON, Chairman.
Merrick Thomas, Sec.-Treas.

Council Meetings

The council of the Village of Crossfield
will meet in the Office of the Secretary
of the Treas. on the first Monday of each
month, commencing with January at
the hour of 8:30 o'clock p.m.

By Order of the Village Council.

51-52—W. McRoy, Sec.-Treas.

Farmers Repair

Shop

Special Attention Given to

BLACKSMITHING.

PRICES RIGHT

ALEX JESSIMAN, - Prop.

EASTMAN KODAKS, FILMS,

VELOX PAPER and

POST CARDS.

Developing Tanks, Trays, &c.

For Sale by

MERRICK THOMAS, Druggist

W. L. TOLTON, AUCTIONEER, Acme.

Phone 40, Office: 46, Residence:

Sales solicited in Town or Country.

Distance no object.

For Terms, etc. apply at the Chronicle
Office, Crossfield.

11-8m